

MOTOR RACING

and
Economy Car News

7th Year - No. 21 - Los Angeles, Calif.

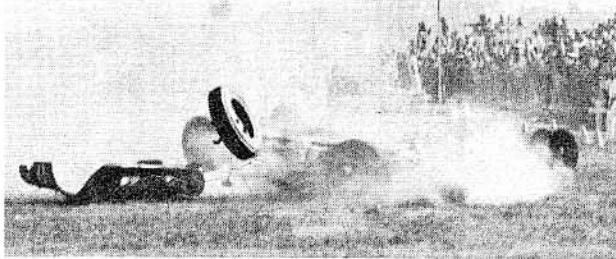
Sept. 7-14, 1962

(Published bi-weekly except last issue of calendar year)

25¢

Bob Harris Goes Up and Up and Up!

MORE SANTA BARBARA PHOTOS PG. 1-3-5



SPECTACULAR CRASH at Cal Club's (SCCA) Santa Barbara races saw Bob Harris' Campbell Spl. go off the course going into turn 2. Note flying parts. Inset shows remains of the smoking

MOTORRACING photos by Bill Norcross and Gus V. Vignolle wreckage. Harris was lucky --- he escaped with a broken shoulder and cracked ribs. Story on Page 1.

RENO RACES

Next big road race is the Reno Grand Prix at Stead AFB Sept. 22-23, underwritten by Bill Harrah, famous Nevada sportsman, and staged by the SF region of SCCA.

Leading the entry is Bill Krause, hottest name in road racing today, driving a Birdcage Maserati. Others include Lance Reventlow, in his new Scarab; Ken Miles, Ferrari Berlinetta; Dave MacDonald, Corvette Spl., and Don Hulette, Porsche RSK.

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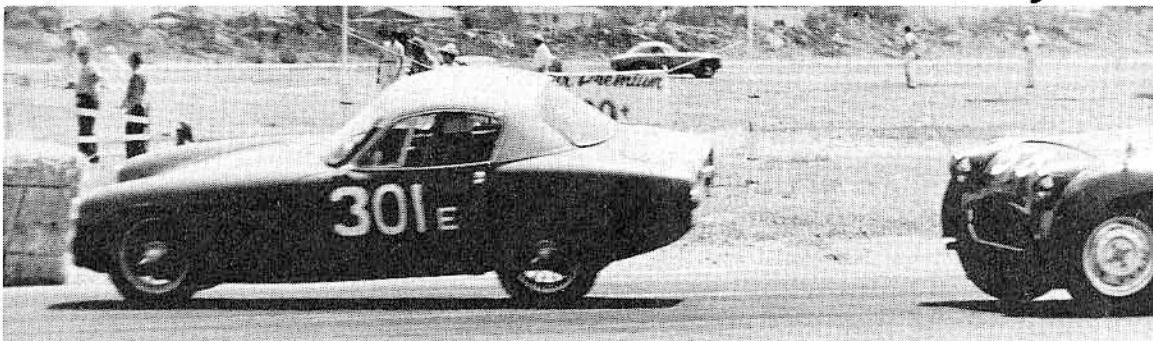
25¢

HEY, LOOK!

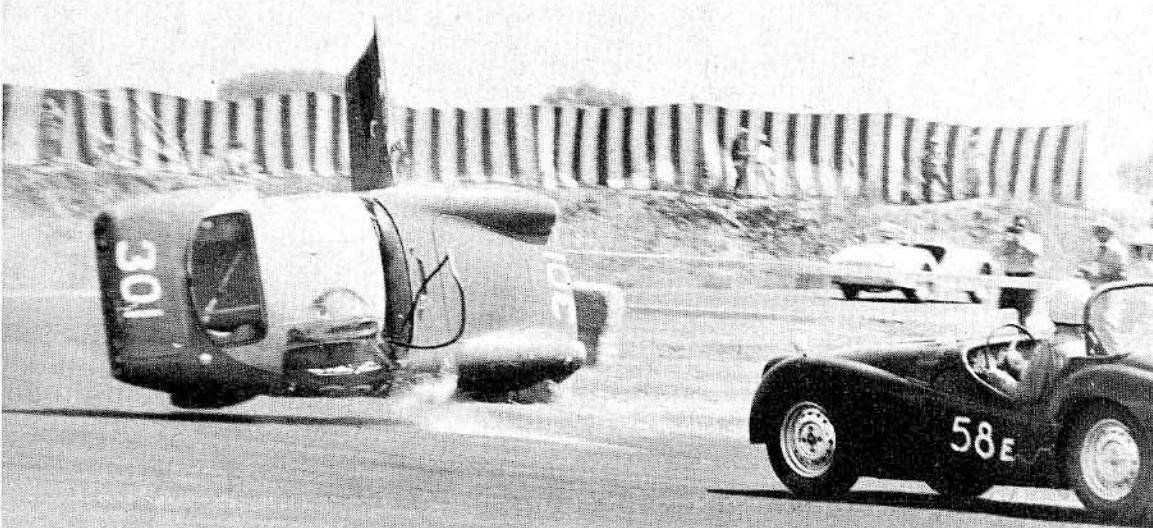
Two big races were confirmed at presstime --- a true open road race on Nov. 17 in Baja Calif., from San Felipe to Ensenada (484km), and the Palm Springs Grand Prix for F1 cars on Nov. 18 at the Thermal Airport near PS.

The Mexican race is for sports, stock and compact cars. Total prize fund is \$26,000 (US). The F1 race is for \$10,000. More details next issue.

Over and Out - - - But Driver Walked Away OK | Krause Santa Barbara Victor As Form. Jr. Driver Killed, 2 Hurt; New Course Blasted



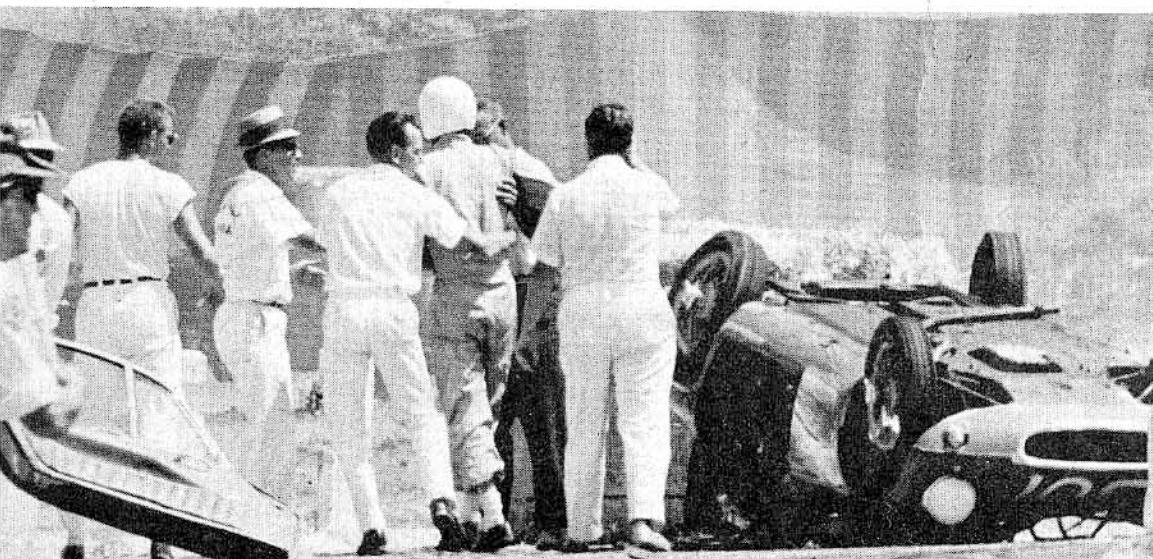
Santa Barbara: Norman Hart's Lotus Elite starts to go at turn 2.



This is the second flip and door flies open as Ed Eginton follows.



The car comes crashing down, with parts flying all over.



The end---wheels up. Hart walks away with assist from course marshals. Photos by Bill Norcross



SANTA BARBARA
AIRPORT COURSE

(1) *(Editor's Note -- One of the most knowledgeable men in the country on road racing is Jerry Titus, Technical Editor of SPORTS CAR GRAPHIC. Herewith he covers the mechanics of the Santa Barbara course with potent comments on turns 1 and 2.)*

By JERRY TITUS
Technical Editor of
SPORTS CAR GRAPHIC

Cal Club officials are now well aware that the Turn-1/Turn-2 combination of the new course is literally a deathtrap. It is doubtful, however, that they fully realize WHY this is so or what corrective measures should be taken, else the layout would not have been accepted in the first place.

Turn 1 is a "flat-out" dogleg at the end of a fast straight; the

Continued on page 7

By GUS V. VIGNOLLE
Editor of MOTORACING

SANTA BARBARA, Calif., Sept. 2 --- The gloom was thick here this weekend at the 18th running of the Cal Club's (SCCA) races at Goleta Airport as one driver was killed and two others injured. In today's feature, the hottest driver on the Coast, Bill Krause of Long Beach, Calif., scored his fourth straight win in a Birdcage Maserati. The scheduled 15-lapper was red-flagged

Continued on page 6

Hall-Sharp

Elkhart Winners
Aboard Chaparral

Vignettes

By Gus V. Vignolle

- Lotus in the News
- Challman Explains
- Molle's Lotus Here

THIS IS A COLUMN about Lotus and Mr. BOB CHALLMAN of Manhattan Beach, Calif., who is the factory representative for that marque in So. Calif., Ariz., Utah and So. Nev.

Please do not be tempted to believe that the fact that the tall and rangy Mr. Challman has a fat advertisement in this issue prompted me to write about him and his car. Long-time followers of MOTORACING know that ads (wondrous as they are, because they pay the freight) do not dictate editorial policy on this Snapper-Wrapper. You don't see those jolly Limey factories and distributors --- Rootes, Triumph and Jaguar --- on these pages, and only a couple of months ago BMC would be on the list. And you don't see money-making M. HOFFMAN and his Italian runabouts either.

Racingwise, Lotus is in the news. At Santa Barbara, for instance, there was a tie between Lotus and Porsche for most number of cars entered among the 253 entries. Each had 32 cars.

Then there is FRANK

Continued on Page 3

Hall had fastest lap of 89.219 mph over the 4mi. course.

Forty-five cars started and 21 were racing at the end.

Severe injuries were suffered by William Allen when his Lotus XI flipped after spinning off the course.

Letters to MotoRacing

UTAH'S SHEEP - HERDERS

You think you have troubles. Just read your article in the Aug. 10-17 issue of MOTO-RACING and had to chuckle. You ought to try driving a few blocks with these sheepherders in Utah. Here they have grand-daddy licenses, which they never have to renew, that were issued somewhere in the middle ages, around O-dark-100.

We really enjoy our trips to the LA region. It's rather enjoyable to be able to make left turns, watch people signal, stop for stop signs, and not to be stuck behind some idiot doing 20mph in the left hand lane. Happy Motoring.

CLARK D. SANFORD
Salt Lake City

THE EDITOR IS NUTS

Regarding your column VIGNETTES on the highway drivers in Los Angeles . . . being the worst, you're nuts.

I've found LA drivers the best!

At present I'm in Houston, Texas. Try this place sometime and then let's hear you. These people couldn't even pass a pedestrian's test!

FRED NEWMAN
Ex-Angeles, HOUSTON

P.S.: Love your paper. Keep it coming -- it keeps me going!

A CHEER FOR MASON

Congratulations on the addition of Frank Mason as a columnist on MOTO-RACING! This will undoubtedly add some spice to that already zippy publication. I look forward to Frank's articles -- as I always do.

FRED C. SANDER
Long Beach 3, Calif.

YES, SANTA, THERE IS . . .

Feel as though I have just finished reading a "dedicated to Beers" edition of MOTO-RACING. I'm puffed out so far right now that I am afraid that I will stumble!

Please know how much I appreciated the interest and space afforded the film service. More important than being a business is the fact that it enables me to keep in touch with the old gang and in the know with what's going on.

Again, my thanks to you, and to Roland Jons and Flavio St. Germain.

VIRGINIA BEERS
Motor Sports Film Service
No. Hollywood, Calif.

WONDERFUL SUNSHINE!

Please accept this subscription to your excellent paper. I would like a good friend of mine to become acquainted with MOTO-RACING; I am quite sure he will enjoy it as much as I have through the years.

A. G. EDINGER, JR., M.D.
Redondo Beach, Calif.

MORE SUNSHINE

Please extend my subscription for one year. I have enjoyed your paper for the last three years and it gets better all the time...

Keep up your excellent work.

MARTIN GRAHAM
Los Angeles 24



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Pacific Coast Point Standings

PACIFIC COAST SCCA DIVISIONAL CHAMPIONSHIP POINT STANDINGS (AREAS 9 & 10)

Points include: Riverside, March 3-4; Tucson, March 31- April 1; Del Mar, April 29-30; Laguna Seca, June 9-10; Salt Lake, July 7-8; Seafair, July 28-29.

Remaining events: Santa Barbara, Sept. 1-2; Reno, Sept. 22-23, and Phoenix, Dec. 1-2.

A PRODUCTION		
Joe Freitas	Corvette	142
Red Faris	Corvette	82
Walter Barnitz	Jag. XKE	58
David MacDonald	Corvette	30
Scott Briley	Corvette	26
Everett Hatch	Corvette	24
William Rushton	—	18
Stephen Kursch	Jag. XKE	14
Dean Geddes	Corvette	10
B PRODUCTION		
Paul Reinhart	Corvette	156
Don Wester	Porsche Carrera	98
Jay Hills	Porsche Carrera	50
Bob Dickson	Corvette	46
N. Lorenson	Corvette	24
Bart Martin	Corvette	16
Bob Nix	Corvette	14
Jerry Loman	Ferrari 250	12
Jim Collipriest	Corvette	10
Roy Campbell	Corvette	8
Bob Kirby	Porsche Carrera	7
Danno Raffetto	Corvette	2
Paul Lipkin	Corvette	1
C PRODUCTION		
Lew Spencer	Morgan	80
Alan Schorken	AC Bristol	80
Allen Grant	AC Bristol	64
Dan Holland	AC Bristol	38
James Greaves	Jag.	30
Al Norman	AC Bristol	28
Ray Wolff	Morgan	24
Geo. Von Tobel	Jag. 150	22
Jim Nieland	AC Bristol	18
Ike Banks	Daimler	13
Eric Settergren	AC Bristol	9
Alan Brengle	Abarth DOC	6
Jim Parkinson	Abarth DOC	4
Harry Bronenberger	Porsche	4
Jerry Hall	Porsche	2
D PRODUCTION		
Ronnie Bucknum	A-H 3000	180
Rick Muther	Porsche 1600	82
James Kennedy	Porsche 1600	60
Wyn Robertson	Porsche	44
Ed Barker	Porsche	32
Allen McEwan	A-H 3000	22
Alan Johnson	Porsche	18
Jack Scoville	Porsche	18
Gill Ranney	Alfa Veloce	17
John Barneson	Porsche	16
Gary Blodgett	Alfa Veloce	12
William Larson	Porsche	6
William Newton	Porsche	4
Gerald Kikin	Porsche	4
Keith MacMillan	Alfa Veloce	4
Robert Parker	Alfa Veloce	4
R. G. Schmidt	Alfa Veloce	4
Ed Rowley	A-H 3000	3
Ed Mackey	Alfa Veloce	2
Ed Ranney	A-H 3000	2
Paul Harbacek	Porsche	2
Walt Fitze	Porsche	2
Stan Bowers	A-H 3000	2
Richard Lee	Porsche	1
Ken Van Dyke	Alfa Veloce	1
E PRODUCTION		
Charley Gates	TR-4	80
Al Brizzard	Lotus Elite	58
Jim Dittmore	Elva	42
Carl Swanson	MGA-Twin Cam	31
John Jewett	TR-3	30
Dick Hughes	Elva	28
Mike Roether	Lotus Elite	26
Rick Hilgers	Morgan	24
D. Burton	Morgan	18
Ron Cole	Morgan	16
F PRODUCTION		
Warren Hancock	Lotus Elite	16
Frank Copeland	Lotus Elite	16
B. Kalmar	Morgan	16
Robert Rinde	TR-4	16
Lindley Manning	TR-3	12
Allan Patterson	Elva	12
Al Reid	TR-4	12
Jack Rowe	A-H 100-6	10

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EDITORIAL

Cal Club's Strong-Arm Tactics

The Calif. Sports Car Club, notorious for its threats to ban drivers competing in the rival club's races and for its strong-arm tactics against photographers, is in plenty of trouble.

As if the Santa Barbara Labor Day debacle wasn't enough cause for grief, the Cal Club asked for additional trouble --- and got it!

The National Broadcasting Co., no small fry, is seriously contemplating legal action against the Cal Club. This is the aftermath of the confiscation of motion picture film by the CSCC region of SCCA.

Movies of the crashes were taken by Jerry Sims, a cameraman for NBC News, which also syndicates films to TV stations other than NBC.

The cause celebre was mentioned on NBC's Channel 4 news program by Bob Wright on the night of the Sunday races. Wright says that Sims told him he gave up the film after they threatened to break his camera.

Sims said the run-in was with an off-duty Santa Barbara cop by the name of Diaz, and with Tom Lamona, one of the Cal Club's weekend cops.

Sims said he was asked to give up his film. He refused. Then, he added, he was told his camera would be smashed unless he yielded the film. At this point, he turned the film over.

John Thompson, also of NBC News, told MOTO-RACING that the company's Legal Dept. had written an opinion after discussion with the head office in NY. "As a result," Thompson declared, "NBC is now seriously contemplating legal action."

TWO DIRECT CHARGES ARE INVOLVED

Thompson said the Legal Dept. informed him there were two direct charges involved: (1) Assault and battery, and (2) Forcible robbery for taking property belonging to NBC News.

The Cal Club in the past has threatened and bulldozed pennant photographers and Box Brownie Brigaders. Nothing ever happened. The Cal Club's "Big Stick" Policy always worked . . . until they decided to get tough with NBC.

Bob Wright was informed that NBC News wasn't alone. The editor of MOTO-RACING also was "bothered" by two of the Cal Club's officious weekend cops after the Bob Harris crash.

One of the weekend cops kept asking if we got photos. We said yes, at the same time looking around for an iron pipe. No threats were made about busting up our equipment.

This is nothing new in this sports car racing cult. Five or six years ago, when Ernie McAfee was killed at Pebble Beach, one of the goons from the San Francisco region of SCCA threatened us if we dared take a photo of the machine.

The Cal Club's announcers constantly warn: "Racing can be dangerous." They should get it straight and say: "Racing is dangerous." Racing is fiercely violent and, like a plane crash, it lends itself strongly to sensationalism. There is nothing you can do about it. That's it.

TACTICS DO NOT MAKE FOR POPULARITY

And as long as there are cameras, photos will be taken. And they will be used by the daily press and TV. We were once associated with an airline, but do you think we could prevent the press from using photos when one of the planes splashed?

These clubs --- the Cal Club in particular --- ought to wake up to the fact that tactics such as were used at Santa Barbara are not going to endear them to the Snapper-Wrappers or TV stations.

It might interest you to know, however, that as a result of the Santa Barbara "action," MOTO-RACING received 243 photographs, submitted by legitimate photos and Box Brownie Brigaders. Quite a number were of Russell Martin, his arms flailing, as he was crashing to his death. These photos are not being published.

But we are not condemning TV or the Snapper-Wrappers for their right to use such photographs. Anyone close to racing has always bitterly opposed this policy --- but it will continue as long as the public relishes that which is violent and sensational.

There is nothing you can do about it. The sports car clubs should have enough native intelligence to realize this.

In all fairness, though, let's look at it strictly from racing's viewpoint. A few years ago a senator from Oregon sought in all seriousness to have legislation passed that would outlaw all forms of motor racing in the United States. That could have come to pass, but it did not. Stranger things have happened. Remember how they shut off the booze.

SOME COULD RAISE QUITE A RUCKUS

This move COULD be revived. A steady barrage of gruesome photos could incite people who pack enough weight to do something drastic. Or as Jerry Titus of SPORTS CAR GRAPHIC sagaciously points out, some of those Santa Barbara octogenarians could kick up a terrific ruckus, jump on the Junior Chamber and violently campaign for no more races in Santa Barbara.

And there would be another course lost.

Although there are two sides to this ticklish subject, the Cal Club ought to wake up to the fact that it is not omnipotent. It was sued a few months ago by its erstwhile rival, the U.S. Sports Car Club for threatening to ban drivers racing at Pomona.

And now there is the threat of what could be a massive suit filed by NBC.

Come on, Cal Club, let's get off that "Almighty I-Am," "Tough Guy" and "Big Stick" kick. —



• Vignettes

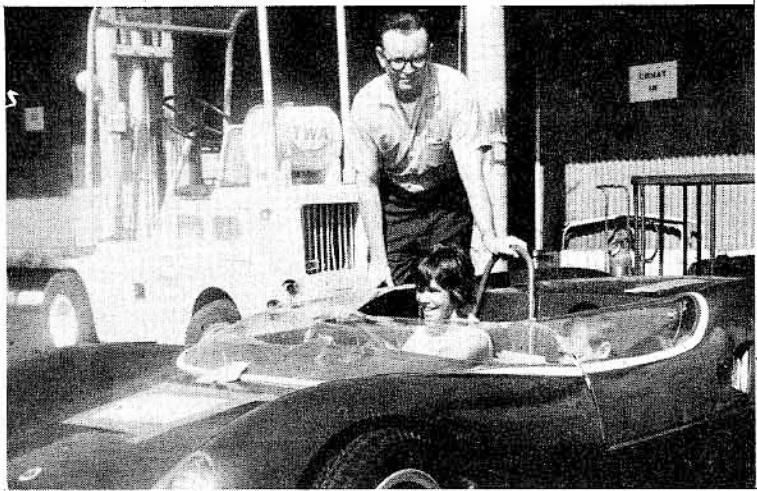
BY GUS V. VIGNOLLE
CATCHING UP ON LOTUS WITH
BOB CHALLMAN AT JOE DAMANTI'S

Continued from Page 1

MONISE'S 1500 Lotus 23, and last week you had the arrival from England by air of BILL MOLLE'S 1100 Lotus 23. On top of that, an Elite made for some spectacular photos at Santa Barbara (see BILL NORCROSS' terrific pictures on Page 1). Then, too, you recently read in this space what STIRLING MOSS said --- that in his opinion the car with the best road-holding qualities in the world was the Lotus Elite.

I do not have a piece of Lotus; as a matter of fact, I am not overly fond of COLIN CHAPMAN.

The point of the story is that Challman, who also races a Lotus (of course) whenever he gets the chance, has been quite despondent



MOTORACING photo by Gus V. Vignolle

DR. BILL MOLLE and his 1100cc Lotus 23, which arrived here from England last week. All fired up at the wheel is his daughter, Barbara, 11, while son Bill, Jr., 7, is more intent on reading MOTORACING.

during the past few months. Reason: the showrooms at his neat beach layout have been empty. They were clamoring for Lotuses --- but the cupboard was bare.

The previous Lotus people certainly had not endeared themselves to ANYBODY. Since JAY CHAMBERLAIN blew the duke, nobody in So. Calif. --- the sports car capital of the country (it says here) --- knew where the hell Lotus stood. Challman made two trips to the factory in England and finally sewed the deal up.

It was rough in the Peso Dept., because as Bob says, "I am not a Big Spud --- and it's rugged when you are a Miguel Mouse." You can't go to London by Greyhound, you know.

Then last week came the earth-shaking news --- the goddam boat was in Long Beach Harbor and it was laden with 17 Lotuses, just the first contingent. Well, Amos, there was no containing Mr. Challman. He was on the verge of going phroot. His gloom vanished with the ocean breezes and fog, and when he picked up the tube to tell me about it, I thought I was talking with some of LA's stupid highway drivers waiting to take their tests at the Dept. of Motor Vehicles (my feelings are unchanged in this matter).

ROARING DOWN THE COAST ON MY MOTORCYCLE

"Come on over right away," he blurted. "They're here, they're here!"

Down the Pacific Coast Highway, skirting the foaming sea and braving the stink of the huge El Segundo oil tanks, I roared on my Honda motorcycle.

"Look, look," Challman cried, pointing at five Lotuses in the showroom being polished to a blinding, dazzling brightness through the beach fog. On the windscreen of each of those five Lotuses, I observed, was a small white card bearing one word, SOLD.

To regin our collective breaths, we ambled next door to GIUSEPPE (You Betcha My Life) DAMANTI'S Spaghetti Salon for a meatball and sausage sandwich and some of Joe's homemade vino. Mannaggia!

Here, while Giuseppe sang "O Sole Mio" and "Santa Luccia," Bob Challman proceeded to bring me up to date, Lotuswise, as the ad agency mountebanks croak.

The 1962 Elite now comes in three sizes, with the same '62 bodies and vastly improved interiors.

1. The Standard GT Coupe now has two carbs and develops up to 80hp. And--- get this bit, if you can believe it --- the price has dropped \$1020 under last year's tab. It goes today for \$4780. "How can anything be cheaper now than it was five minutes ago?" I asked Roberto above the din of Giuseppe Damanti's Italian poetry (he switches from song to the works of GABRIELE D'ANNUNZIO). He explained this is possible because he, in effect, functions more as a factory rep than as a distributor, which means the absorption of the latter's cut.

2. The Standard GT Coupe for racing is track-ready for SCCA competition. Included are four-speed ZF all-synchro transmission, competition suspension, four-branch exhaust system, heater-defroster unit and competition brakes and tires. Again --- reduced, says he, from \$6780 to \$5310.

3. The Elite Super 100 is the same machine that was 8th overall at Le Mans last June. It goes for \$7250.

PRICE DROPS ALSO ON SUPER CLASSIC 7

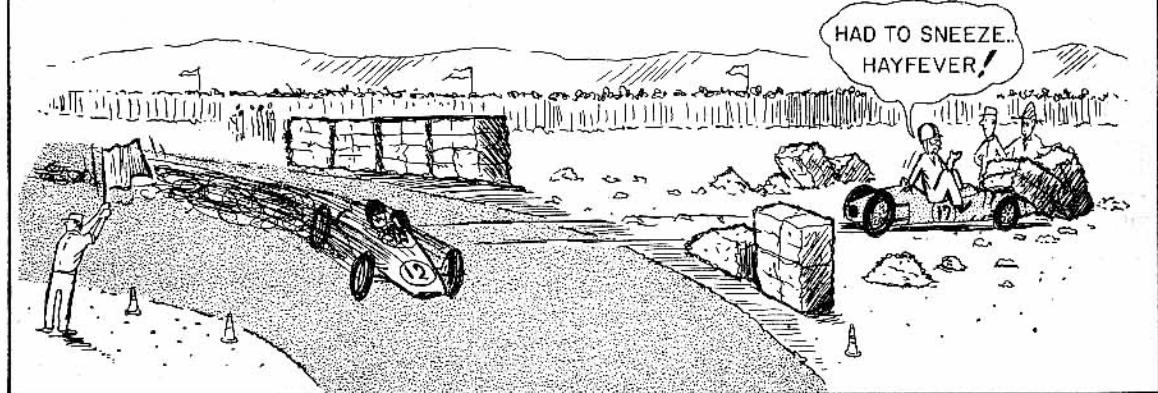
Now for the Super Classic 7. This job has two Webers, is Cosworth-tuned with a 1340cc Ford 109E1 engine. Price drop --- from \$3670 to \$3265.

The Lotus 23 class G 1100cc will be brought in with the Stage IV Coventry Climax engine. The first shipment, due Oct. 10, has all been sold. Next shipment of 23s is due in Dec.

(Note --- Former World Champion JACK BRABHAM is reported entering a Lotus 23 full Climax V8 1500, which is not yet completed, for the LA TIMES GP for Sports Cars, Oct. 14, at Riverside.)

The Elite will stay with the Climax engine except for a few special experimental models to be built early in 1963 for special

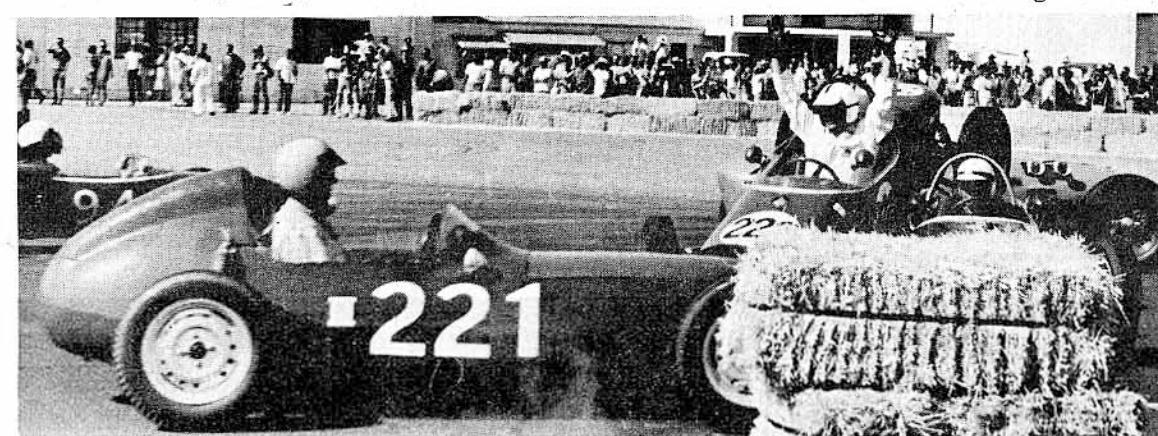
SKID WHEELER by DICKERT



HAD TO SNEEZE...
HAYFEVER!



"Let me out of here," cries Tom Milana as his Lotus climbs over Richard Hughes' car.



Seconds before, Milana throws his arms up as Norman Babcock tries to get through Santa Barbara turn 2 entanglement.

Coast Standings

Continued from page 2

F PRODUCTION		H PRODUCTION		C MODIFIED	
Dave Jordan	Porsche	94	Dallas Dickson	Abarth	Sprite
Ken Miles	Alpine	50	Pete Cordis	Sprite	24
Nevin Lyon	Porsche	44	Bill Harlowe	Sprite	24
Jerry Titus	Alpine	32	Geo. Cheyne	Sprite	21
Bill Pendleton	MGA-Mk 11	30	Jim Nunan	MG Midget	16
Charley Gates	Porsche	28	Clyde Sebastian	Sprite	14
Geo. Follmer	Porsche	26	H PRODUCTION		MGTD
Ray Pickering	Alpine	24	Dallas Dickson	Abarth	12
Mike Everly	Porsche	24	Pete Cordis	Sprite	10
Ron Grable	Porsche	22	Bill Harlowe	Sprite	8
Lew Spencer	Alpine	21	Geo. Cheyne	Sprite	8
Miles Gupton	Porsche	20	Jim Nunan	MG Midget	6
James Barber	Porsche	20	Clyde Sebastian	Sprite	5
Ted Block	Alpine	16	C MODIFIED		NSU
Dr. Geo. Larson	MGA-Mk 11	16	C MODIFIED		MGTC
D. Hersh	Porsche	14	Dallas Dickson	Abarth	4
Willie West	Alpine	10	Pete Cordis	Sprite	2
Forrest Tindall	Porsche	8	Bill Harlowe	Sprite	2
Walt Maas	Porsche	8	Geo. Cheyne	Sprite	2
L. Levs	Porsche	8	Jim Nunan	MG Midget	2
John Antone	Alpine	6	Clyde Sebastian	Sprite	1
L.C. Thomas	Alpine	6	C MODIFIED		Russ Sayler
Jim Samuels	Porsche	6	Dallas Dickson	Abarth	2
John Lumkin	MGA	5	Pete Cordis	Sprite	2
F. Evans	Porsche	4	Bill Harlowe	Sprite	2
Al Brelle	Abarth	2	Geo. Cheyne	Sprite	2
C. Trosper	Porsche	1	Jim Nunan	MG Midget	1
John Barneson	Porsche	1	Clyde Sebastian	Sprite	1
K. Hardy	MGA	1	C MODIFIED		John Brophy
Scott Redfield	MGA-Mk 11	1	Dallas Dickson	Abarth	69
G PRODUCTION		C MODIFIED		Devin Corvette	
L. E. Randolph	Sprite	72	Pete Cordis	Sprite	69
Frank Smith	Alfa	60	Bill Harlowe	Sprite	Continued on page 4
Serge May	Lotus 7	34	Geo. Cheyne	Sprite	
John Stuhldreier	Alfa	30	Jim Nunan	MG Midget	
J. Rose	Sprite	30	Clyde Sebastian	Sprite	
Bob Bent	Lotus 7	28	C MODIFIED		
Stan Schaeffner	Alfa	24	C MODIFIED		
B. Young	MG Midget	24	C MODIFIED		
Pete Cordis	Sprite	22	C MODIFIED		
Wendy Nelson	Alfa	22	C MODIFIED		
Frank Dinsmore	Lotus 7	20	C MODIFIED		
Bob Hundson	Lotus 7	18	C MODIFIED		
Hank Boseneker	Sprite	16	C MODIFIED		
Bob Mathes	Sprite	12	C MODIFIED		
Jerry Mathews	MG Midget	12	C MODIFIED		
Joe Harvey	Sprite	10	C MODIFIED		
Frank Drummond	Sprite	9	C MODIFIED		

- ★ MG—New & Used
- ★ HEALEY—New & Used
- ★ SPRITE—New & Used
- ★ TRIUMPH—New & Used
- ★ SUNBEAM—New & Used
- ★ JAGUAR—New & Used
- ★ ALFA—New & Used
- ★ RENAULT—New & Used
- ★ PEUGEOT—New & Used
- ★ HILLMAN—New & Used

LARGE STOCK OF
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Continued on page 7



It Says Here in the SCCA Book of Rules:

The SCCA issues an official 91-page book of rules governing all angles of the various competitions sanctioned by the club. Hundreds of definitions, specifications are listed, including this:

During a competition each automobile shall carry identification numbers . . . placed on the front, rear, and both sides . . . in such a way that they are clear and legible . . .

Numbers shall be restricted to one or two digits and shall not end in 0, except for numbers 0 and 10.

Is the above rule enforced? Not locally. We all know KEN MILES is still using his famous number--50. First time I saw it was on a TC--then on the renowned MG "Flying Shingle" --after that Porsche and other makes inherited it. Came with the driver, and "50" has proudly identified a long list of winners.

Which was Okay when the Cal Club was operating under its own system of regulations. But the Cal Club several months ago became a region of SCCA and, according to the rule book, a car number shall not end in 0 except for numbers 0 and 10. Does that mean Ken is driving an outlaw car, number 50 being no longer legal?

REGULATIONS IGNORED

Another SCCA regulation which seems to be ignored relates to advertising on cars. The book says:

No advertisement or trade sign shall be distributed from or carried on any automobile during any competition. This rule shall not apply to the manufacturer's usual name plate, transfer or other device normally attached to, engraved or stamped on cars sold by them to the public.

I don't see races outside of this area, but I do see pictures -- and I see advertising on cars running in SCCA events. While I think advertising of oil, fuel, tires, plugs and other components and accessories should be confined to MOTORACING and other legitimate publications, I can't see much objection to some discreet identification besides

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WRITE ANGLES

MOTORACING

Letter From CANADA

BY EVE WHITE

the number on racing machinery. But heaven preserve us from the stupid and childish lurid SPECIALS which make Indianapolis racing cars look so absurd.

One session at the Indianapolis merry-go-round cured me. Hours and hours of boredom while cars practically alike, which couldn't run in the rain or in the other direction, chased each other round and round. But what made it unbearably nauseating was the ridiculous look of MRS. WIGGS DIAPER SERVICE SPECIAL and similar signs in purple and yellow as big as the side of the car would take. Perhaps it was this idiocy that prompted SCCA officials to stipulate NO ADVERTISING ON CARS.

WHY PRINT THE BOOK?

But it is obvious that some of the rules are not being enforced. Shall we be confronted one of these days with protests from peevish losers who get hold of the SCCA official regulations and find this:

Any entrant or driver who may be disqualified . . . in any competition shall thereby forfeit all right to award in that competition.

Any driver with a car numbered illegally or carrying advertising is violating official rules, and it says here, right in the book:

The SCCA bylaws provide for the expulsion of members from the Club for violations of SCAA rules . . .

Since the rules are evidently not enforced, the question is: Why print and circulate such a book?

Coast Standings

Continued from page 3

Bill Sherwood	Ferrari Corvette	52
Dave MacDonald	Corvette Spl.	30
Ak Miller	Ford Spl.	24
S. Harris	D Jag	22
Chuck Kessinger	Maserati	20
Pete Voevodsky	Toumson Spl.	20
Stan Burnett	Corvette Spl.	20
Bob Harris	Campbell Spl.	18
Bob Potter	C Jag	16
Tracy Bird	Lister Jag	10
Elgin Holmes	Buick Spl.	8
Chas. Willis	Jag Spl.	8
Bill Dixon	Maserati	6
John McCann	Special	6
Alex Budurin	Hageman Spl.	6
Bob Eagelson	Corvette Spl.	6
D MODIFIED		
Jack Nethercutt	Lotus 19	116
Dick Brashear	Ferrari	64
Bill Sturgis	Cooper Monaco	36
Pat Bryan	Ferrari	36
Pete Lovely	Lotus 19	28
Jack Hinkle	Maser 61	28
Wally Thomas	TR-Spl.	18
Hal Conrad	A-H 100-S	12
Bill Krause	Maser 61	10
Jack Reasoner	Pink Elephant	8
Jerry Grant	Ferrari	8
Ron Dykes	Maserati	6
E MODIFIED		
Bob Challman	Lotus 9	78
Geo. Grinewitsch	Cooper	40
Hap Sharp	Cooper	30
Jack McAfee	RS 61	30
Ted Peterson	Maserati	24
Keith Armstrong	TR-Spl.	20
Ken Meis	Special	8
F MODIFIED		
John Masterson	RS 60	84
Clyde Freeman	RS	76
Jay Hills	RSK	60
Pete Lovely	Lotus	30
Bob Yeakle	RS 62	24
D.J. Rattervury	Porsche Spl.	24
Jot Travis	RS 550	20
G MODIFIED		
John Timanus	Lotus XI	102
Pete Brock	Lotus XI	58
Mary McGee	RS	16
Dick Hall	RSK	8
H MODIFIED		
John Timanus	Lotus XI	102
Pete Brock	Lotus XI	58
Pat Pigott	Lotus XXIII	58
Bill Hinshaw	Elva Mk VI	44
Frank Monise	Lotus XI	28
Dr. Wm. Molle	Elva	28
Dave Kyte	Elva	22
Art Snyder	Elva Mk VI	20
Don Maslin	Lotus XI	18
Paul Scott	Lotus XI	10
Jim Chaffee	Lotus XI	8
Harry Banta	Genie	6
T. K. Johnson	Lotus XI	5
Bill Young	Lotus XI	4
Bunny Ribbs	Elva	2
I MODIFIED		
Dr. Richard Schonen	Lotus FIAT	120
Ingvar Lindqvist	SAAB	94
High Pryor	Sondra Spl.	55
Richard Erickson	Vicking Spl.	31
Lyle Forsgren	Special	30
Rick Paddock	Lotus Crosley	24
Jim Starbuck	Miller Moretti	20
Tom Spencer	Panhard	18
Bob Marting	Panhard	18
Dick Rydel	FIAT-Abarth	17
Harry Eyerly	Crosley Spl.	16
Lon Runyon	Crosley-FIAT	12
Richard Elke	Crosley Spl.	10
Glen St. Louis	Renault Spl.	8
Robert Martindale	FIAT-Abarth	2
Robert Miller	Crosley	2
Robert Snow	Crosley	2
Frank Scott	Devin Crosley	1
FORMULA JR. I		
Rob Nethercutt	Lotus 22	102
Dick Boyle	Lotus 20	74
Bill Blatt	Lotus 18	48
Ed Leslie	Gemini	38

Continued on page 5

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HOLBERT SETS RECORD

By BARBARA WEAVER
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Smith and Peter Revson close behind at 70.45 and 70.42 mph.

In the Formula Libre group, Stutz Plaisted broke his old record with his new car. His Cheetah 3000, a Formula I Lotus with an aluminum Buick engine, averaged 70.82 mph. Back in the pack, John Field and his Cooper F3 car again upped their previous record with their class-winning 65.17 mph.

Classes A, B, and C race was the usual heartstopping battle of the big iron. Bob Grossman's Ferrari Berlinetta took an early lead, with Mike Gammino's Corvette close behind. Doug Thiem and Gerry Georgi, both in Berlinettas, moved up rapidly and took over from Gammino and then Grossman. Georgi's masterful driving earned him the win at 67.44 mph, with Thiem and Grossman following in that order.

Most astonishing performance of the day was that of Dave Clark and his rapid C Lotus Super 7. Despite a split start (C started 28.8 sec. after A and B), Clark moved through the field to finish overall in front of all the B cars except the winner, Bruce Jennings. Clark's 65.42 mph average was not enough for a new record.

The

25-lapper for Class F brought national point leader Skip Barber into a hot duel with Thompson veteran Art Tattersall. At the half-way mark, Barber's Turner developed mechanical problems, but Tattersall's MGA still had plenty of competition from the Porsches of Will Daugherty and Matt Forelli. Positions changed several times, with Daugherty the eventual winner at 62.04 mph.

D and E Class winners led from the first lap. Bert Everett's Porsche kept its national point lead with a 63.51 mph victory, and Bob Tullius smashed the E record with a 63.50 mph average in his Triumph TR-4.

Formula Libre, Junior, and F3 -- New records in all three classes. Team Mayer from New York City finished as planned with their identical navy blue Formula Junior Coopers #2, #3, and #4 coming in with positions 1-2-3. Tim Mayer, the winner, averaged 70.80 mph, with Bill

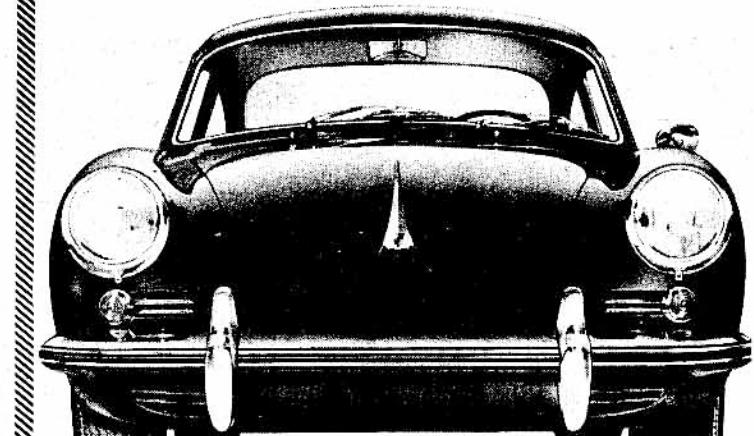
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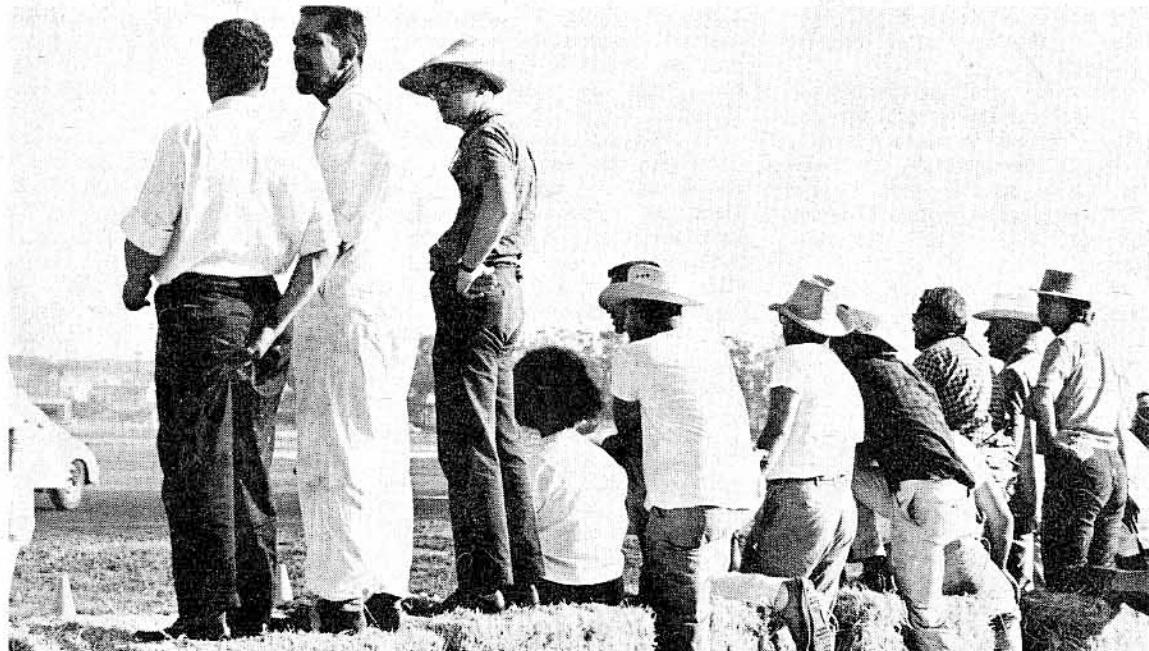
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AT SANTA BARBARA, this was the roadway from the Black Flag Information Center to the Technical Inspection area. Note how blocked it was by spectators, including D.D. Michelmore (arrow), who allegedly has resigned

as president of sponsoring Cal Club, but is now more active than ever as a negotiator for race dates and sites.



Nice place from which to watch the races at Santa Barbara --- atop the haybales.

SHORT TAKES



By FLAVIO ST. GERMAIN

Look for MYRA BUCHANAN, who drove here in the early days, to get back into the sport soon . . . JAY GENSBURG, who formerly operated Jay's Sports Car Accessories here, was killed in a Las Vegas highway crash last week . . . A Concours d'Elegance for benefit of City of Hope will be held Sept. 30 at Town & Country Village, Palo Alto, Calif., opposite Stanford University . . . DICK TODD has been named to head tech for Formula Racing Assn . . . JOHN UPHOFF is doing a good job for the Cal Club in the running race commentary supplied to the press . . . TEMPLE BUELL, big name among car owners a few years ago, has adopted a bambino, according to GEORGE CARY, one of those who got sports car racing going here . . . VASEK POLAK had plenty of praise for

DON HULETTE'S effort at Santa Barbara. He took 8th OA in an RSK: it was his first race in a rear-engined car. Polak's other pilots coming in for cheers were JAY HILLS, BUZZ NAYLOR, PAULA MURPHY and BARBARA HALL . . . It was MAX BALCHOWSKY'S first race in about two years aboard Old Yeller, which accounts for all those spinouts on turn 2 on Saturday; he was a DNF Sunday with a broken piston. And although he won, BILL KRAUSE had transmission trouble, had a hard time finding 3rd gear . . .

HANK KONYNSKY informs that JOE PERRY, the Riverside prexy, planned to break the yarn on those Jan. 19-20 races, but BILL FRANCE of NASCAR jumped the gun at Daytona. Riverside is putting up \$13,000 for the 250-miler for GT and sports cars on the 19th, and there will be \$55,000 up for the 500-mi. stocker the next day . . . GLENN LEASHER, 25, was killed last week when his jet-powered car crashed at Bonneville . . . Three British motorcyclists were killed on Sept. 4 in the Jr. GP around the Isle of Man's hazardous mountain course. Two days later, another Briton was killed in a trial run for the Sr. Manx GP . . . VASEK POLAK leaves for the Porsche factory in Stuttgart on Sept. 19. He will be gone two weeks, returns for the US GP at Watkins Glen, Oct. 7 . . . BILL JOHNSON, 38, Garden Grove, Calif., truck driver, set world land speed records for motorcycles at Bonneville --- 222.52mph for the mile, and 224.57 for the kilometer. He rode a 650-Cub Centimeter British-made Triumph.

Standings

Continued from page 4

Bruce Eglinton	Lotus 20	33	Gary Hoop	Lotus 18	2	Jake Platek	Stang.	8
Steve McQueen	Cooper BMC	30	Steve Froines	Lotus 18	2	Ray Weaver	Norcon Spl.	6
Ray Seher	Lotus 20	24	Norman Babcock	Elva	56	Jack Lyon	Elva	6
Kurt Neumann	Dolphin	22	Jim Frank	Allie	50	Geo. Pridmore	Stang.	6
Bob Devlin	Lotus 18	14	Fred Parkhill	Volpini	30	Al Norman	Lotus 18	6
Pat Pigott	Lotus 22	10	L.J. Ratner	Stang.	28	Troy Clem	Dolphin	1
Jack Dalton	BMC Mk 11	10	Jim Reckers	Tech. Mech.	28			
Dick Petty	Lotus 18	9	G.H. Johnson	TR 10	16			
Charles Parsons	Lotus 20	8	Jim Coffin	BRS	14			
Tony Briggs	Cooper BMC	4	Dr. Clausing	Stang.	10			
Geo. Sabin	Lotus 20	2	Walter Weeke	Weeke Spl.	8			
	FORMULA JR. 11							
Ray Altman	BMC Mk 11	116						
Bill Cowdin	BMC Mk 11	47						
Val Haefs	Lotus 20	36						
R. H. Hughes	Lotus 18	28						
Don Hanawalt	Crocus BMC	26						
Charles Parsons	Cooper BMC	20						
Chuck Gounis	Elva	20						
Pete Talbot	BMC Mk 1	20						
Mike Worlund	BMC Mk 1	16						
B. Groberg	Lotus 18	16						
Stan Peterson	Lotus 18	12						
Paul Cunningham	Lotus 18	8						
Tony Escalle	BMC Mk 11	8						
Paul Crowley	Stang.	6						
Bill Dunne	Lotus 18	4						

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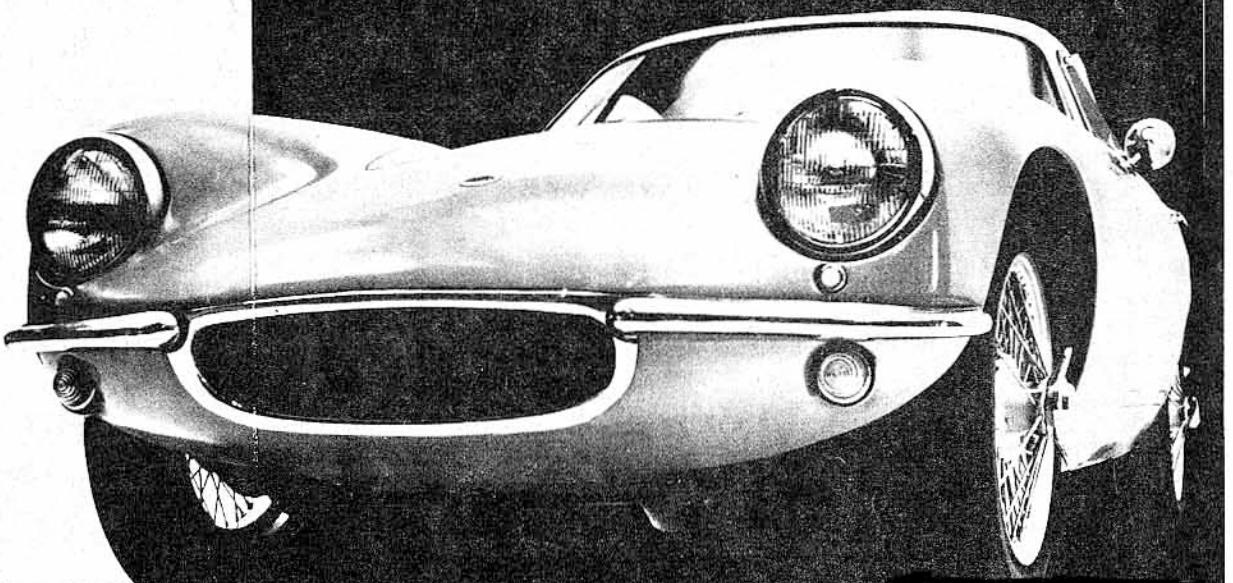
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Rally... Round

By ISABEL HAAS

SCCSCC CHAMPIONSHIP RALLY POINT STANDINGS

(Includes Wheeble Bounce)

POS.	DRIVER	CLUB	PTS	NAVIGATOR	CLUB	PTS
*1	T. Sparks	PSCC	143	* D. Sparks	SMSCC	143
2	D. Coulter	T-A	123	D. Husebøe	RM	100
*3	P. Reiley	RAL	118	* E. Martin	RAL	92
4	D. Husebøe	RM	100	J. Coyle	T-A	84
*5	R. Stoik	RAL	92	V. Rendahl	CAR	84
6	P. Rendahl	CAR	84	L. Harris	T-A	83
7	R. Quam	LSCC	75	G. Kiggins	sfDrc	75
8	B. Cole	RM	67	T. Lawton	LSCC	75
9	M. Grobstein	SCARE	63	J. Ryan	T-A	69
10	B. Cook	T-A	59	G. Berman	RM	67
11	B. Tarlton	sfDrc	59	M. Haaz	RAL	64
12	J. O'Brien	RM	58	D. Cook	RAL	58
13	B. Cook	RAL	58	A. Rosenheck	NRSSCC	52
14	W. Brown	PSCC	52	J. Sadler	RAL	50
15	J. Hedblom	sfDrc	51	J. Curtis	RM	50
16	B. Craik	RAL	50	B. Taylor	CAR	48
17	F. Curtis	RM	50	J. Higgins	SCARE	47
18	G. Leaird	SCARE	47	M. Burklin	LMSCC	47
19	B. Burklin	LMSCC	47	R. Duncair	SCARE	45
20	M. Kraick	CAR	45	J. Bauer	RAL	44
21	R. Pearson	NRSSCC	38	C. Enoch	NRSSCC	35
22	D. Kanner	sfDrc	35	C. Rogers	CAR	34
23	L. Winzer	RAL	33	I. Haas	sfDrc	34
24	J. Neros	CAR	27	D. Winzer	RAL	33
25	B. Eichelkraut	NRSSCC	27	B. Keife	sfDrc	32

* Have six rallies with points. Final total score is based on best six rallies.

Those of you who keep close count of points, will notice some rather odd changes in the current standings. "Count Down" was rescored when the Rally Committee allowed an appeal to a protest on Leg 1. The protestor admitted he'd goofed before he reached the dubious instruction (a mistake at that point couldn't have cost a minute, let alone a maximum error of 15 minutes), but felt that he should protest anyway. He made his point. In fact, he made a large bundle of points, the tossed out leg having improved his position more than somewhat, as Damon Runyon used to say.

Rally Committee Chairman, BILL EICHELKRAUT, in reporting to SCCSCC, stated that the Committee felt that it was poor sportsmanship on the part of the rallyist involved, but the appeal was allowed because in theory, the protest was valid.

If the sponsoring club has disallowed a protest, there is usually an appeal filed as the protestor (protestant, in Rally

Code) has put up a \$5 protest fee, and is hoping to get it back. If neither protest nor appeal is allowed by the Committee, the money goes into the SCCSCC treasury. The fee is returned to the rallyist if the protest is allowed.

The protest fee was inaugurated two years ago with the hope that it would reduce the number of protests filed. There are probably times when the Committee feels that it was all in vain. There are some who'd protest the color of the rallymaster's car if it would produce a lower error.

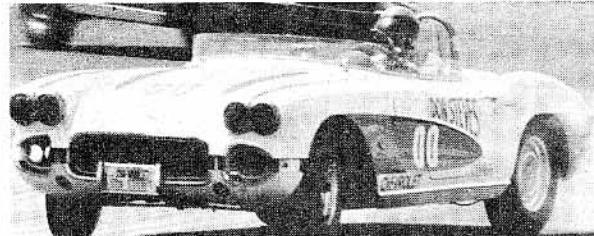
The seven-man Rally Committee has the final word on all protests and appeals. A couple of disgruntled rallyists have accused four or five members of being in another's pocket, but 'tis a foul aspersion. They're too independent---and ornery---for that.

They were a bit shook when a reporter visited their last meeting. Aw really, fellas, who

Continued on page 7

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MOTORACING

Santa Barbara

Continued from page 1 at the end of 10 because of another accident.

Dead on arrival at Cottage Hospital was Russell C. Martin, 25, Los Angeles contractor. His Stanguellini was involved in a spectacular crash in today's Form. Jr. race.

In another spectacular accident almost at the same spot---going into turn 2---Bob Harris, 36, Van Nuys, well-known TV and movie stunt man, went off the road, struck a culvert and blasted 25-30 ft. into the air. He suffered a broken shoulder and cracked ribs on one side.

Yesterday, at turn 1, Jim Truitt, Burbank, spilled in the motorcycle race. He suffered a broken arm. He was astride a Honda 250.

Also, a couple of spectators got ruffled a bit rushing to clear out of the way after Harris' catapult.

Practically all of the trouble ---involving many spinouts and flips---came at turns 1 and 2. A heavy concentration of a crowd of 20,000 fans was at this part of the new course, which is under severe fire, and saw the accidents.

This was the first fatality at Santa Barbara since the Cal Club's 1961 Memorial Day races when Franklin Fish of the Long Beach MG Club, a course flagman, was struck by a Berkeley driven by Lou Ames. He died later of his injuries.

There was a heavily-packed field of 31 cars on the 1.6 mi. course for the Jr. race. With the field unable to get sorted out, the exposed wheels of Martin's Stang apparently grazed those of another car. It was figured he was in 3rd gear and close to 80 mph going into turn 1.

The car bolted into the air, end over end, then continued flipping sideways for 150 ft. before coming to rest on its side. The victim's seat belt had slipped down to his thighs, and the major part of his body was exposed as the machine hurtled over and over. Veteran racing observers said he would have been saved if he had worn a shoulder harness.

At the instant that Martin was crashing, two other cars were colliding. At turn 2, Tom Milana's Lotus 18 started climbing over Richard Hughes' Lotus. Milana leaped out hurriedly. Neither driver was injured. The

Clark First At Oulton Park

OUTLON, Eng., Sept. 1 --- Jim Clark of Scotland today won the 210-mi. Int'l. Gold Cup race, leading from start to finish in a Coventry-Climax engined Lotus.

Second was Graham Hill, BRM, over a minute behind. Jack Brabham of Australia was third.

Of the 21 cars which started, only 10 finished. One of the drivers forced out was Richie Ginther, Granada Hills, Calif., who shoved a connecting rod through his BRM engine. Joakim Bonnier of Sweden was forced out with gearbox trouble.

You may not think so on a hot day, but cars outnumber trucks by about 5-1 on U.S. highways. The score last year was 58,854,000 cars to 11,042,000 trucks.

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Sept. 7-14, 1962

Thompson Mark Set By Holbert

Continued from page 4 (OSCA de Tomaso) finished ahead of the first C car, the ex-Cunningham Lister Jaguar driven by Don Adams. The twin Lister Jaguar, entered by Dick Stolz of Lake Katrine, N.Y., was missing from the lineup because of Stolz's spectacular accident on the main straight in Saturday's practice runs. The car overturned after a bolt holding the right rear radius rod let go. The car was demolished, but Stolz escaped with facial lacerations and bruises.

Harris' accident was a whopper. That he survived after his rear-engined, Corvette-powered Campbell Spl. rocketed off the course is a miracle. The machine, disintegrating in the air, came down from a lofty altitude and landed wheels up.

Harris crawled out of the wreckage. By a great stroke of fortune, his injuries were not serious.

From lap 3 through 9, Harris was third behind Krause and Lance Reventlow's new rear-engined, Buick-powered Scarab. He was pressing hard and at times had the machine up to 150 mph.

He had signalled to Billy Campbell, builder of the car, that it was not handling well on the turns. Approaching 2 on the 10th tour, the back end appeared to fish-tail, went into a 200 ft. slide, the last 25 ft. broadside. Ripping into the culvert, the car lost its right front wheel. Both ball joints broke. It came down about 75 ft. from the packed grandstand.

While the Cal Club has been criticized for the culvert, it was this cement ditch that slowed the car up and sent it spinning into the air. Had this not happened, the Campbell Spl. easily could have hurtled into the crowd for another Le Mans disaster.

They had changed tires on the Campbell Spl. after practice. A tire might have been pinched and have been losing air during the race, accounting for the unyieldingness.

Harris did not stretch out of his belt. The roll-bar held up. The chassis held OK. The cockpit did not give in. But everything else was shattered. After shearing a communications pole, the car struck the bales with such force that it took an ice

race was called, and when it was restarted, Hughes was in the race, which was won by Rob Nethercutt (Lotus) after a good ride.

There was still another spectacular accident in the earlier E Prod. 15-lapper. Involved was the Lotus Elite of Norman Hart. He came in hot into 2, flipped a number of times and slammed into the haybales. He walked out of it OK.

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Hp	Brad Picard	Sprite	57.00
Gm	Jesse Wyllie	Lola	68.88
Im	John Iglesias	OSCA	53.55
Pp	Tom Stamp	Porsche	61.79
Dp	George Frey	Porsche	61.34
Ep	Bob Tullus	Triumph	61.79
Ap	Bob Grossman	Ferrari	61.09
Ep	Bruce Jennings	Porsche	61.08
Cp	Dave Clark	Lotus S-7	60.89
F. Libre	Jack Walsh	Cooper Climax	62.17
F. Jr.	Tim Mayer	Cooper	65.93
F. 3	John Gadhwa	Cooper	59.86
Cm	Bob Holbert	Porsche RS	72.15
Em	Bob Bucher	(no class of Em.)	70.50
		Porsche RS	

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Rally Round

Continued from page 6
ever heard of carrying a tape recorder in a knitting bag?

ODDS 'N' ENDS: There will be a large contingent of locals going down to Escondido to run Palomar's Rally of the Stars, September 16. We'll have results in the next issue. . . . BOB CRAIK, rallymaster of the October championship, Hussle Bussle, says they have received 30 entries. The date's the 21st, and entries may be obtained from Bob by writing to "Hussle Bussle," Box 123, La Mirada. . . . The October open, Encore-Booster, co-sponsored by sfDrc and STL, is on the 28th. Rallymasters are BOB TARLTON and DICK COULTER. Forreserva-

tions and entries, call POrsche 5-9660. . . . A new policy for trophy presentation will be installed when the October CAR Friday Nighter is run. So says BOB PIERCY, club president. Too many SOP entrants are coming in with errors lower than the Novice navigational class. The "professional" Seat-of-the-Pantsers will compete in a separate class. The October event will be number 29, or XXIX, as they say in rally circles. This popular, low-pressure rally draws between 95 and 120 cars. It's a good event for the beginner and practice for the hot shots. Former MOTORACING columnist, DUANE SPARKS, is chief scorer, checking all the cards for the trophy handout after all

MOTORACING

Course Raked

Continued from page 1

only place on the circuit where a full-throttle drift can be applied. Less than 200 yards beyond lies Turn 2; a tight (app. 100-degree), narrow right-hander. The combination dictates that a drift through Turn 1 be terminated in a decelerating attitude (something akin to applying brakes on ice) and therefore demands control beyond the scope of the average "weekend warrior", the absolute maximum in vehicle stability. Dependent on performance of the equipment they were driving, there were less than 20 drivers on the entire entry list with the skill and experience required to cope with this deceptive trap.

Further complicating the dangerous combination were the following:

1. — The road surface composition changed just past the apex to Turn 1 due to a recent paving job.

2. — The pit entrance was placed right AT the apex to Turn 1. Fortunately this did not figure in the tragedies that occurred, though the potential was there.

3. — The shut-off markers for Turn 2 were placed far too deep into the corner to be useable. They were also decorated in a manner that made them about as legible as a color eye-test chart. Though normal placements for shut-offs is on the outside of the turn, I feel they would have been far better INSIDE in this instance.

Worst of all were the numerous physical hazards surrounding Turn 2, immediately complicating any mistakes. The area bristled with poles and cables or ropes. The entire outside of the course during, before and after this turn sloped downward away from the road in varying degrees, the majority of it loose dirt or grass. The approach contained the ditch and culvert which sent Harris airborne but it MAY have prevented his flat-spinning into the near-by stands (where it first looked like he landed anyhow) for a potential LeMans disaster that could relegate all of us to slot-racing.

Corrective measures MUST be taken before the course is used again. The general consensus seems to be that Turn 1 should either be tightened or possibly chicane. Though it would help, it is NOT the best solution. Turn 2 is the real villain, as are many tight ones, since they're conducive to over-charging on the drivers' part with resultant spin-outs, nerfing, and off-course excursions; none of these being very tolerable in the environment of Turn 2.

Blueprinting correction is folly without knowing what areas airport administrators make available to race organizers or the cars are in. He and his staff deserve medals for their patience and ability to work under pressure that would send most people to the Funny Farm. There are always eight or eleven rallyists breathing on him, trying to find out their current status. The noise and confusion don't seem to faze them at all. It's even more remarkable when one considers that these neck breathers have been stuffing themselves with fine Italian food from Orlando's House of Pizza. . . . Thanks to BOB TARLTON for the photography that produced the picture above.

LOST AND FOUND

Expensive white, extra-large man's Alpaca sweater found at JPM's. Will be turned over to Goodwill unless claimed soon. Write MOTORACING, P.O. Box 392, Dept. F, Culver City, Calif.

PERSONALS

Augie, dear: Expect to move into a modest suite at Women's State Prison, Tehachapi, Calif. Please contact me there. — J.M.

VIGNETTES

Continued from page 3

racing purposes in class GT II. They will have twin overhead cam Lotus engines with five main-bearing cranks and 1500cc displacement.

There is not much Challman can do about quick delivery, if you're interested in any Lotus racing car. "Delivery between 90 and 120 days," he apologizes sorrowfully.

Challman, who used to work for VASEK POLAK, the Porsche expert up the road a piece, predicted in Feb. of this year, when he opened shop and he went into hock, that they would have 30 Lotuses at Santa Barbara for the Labor Day races. Look how close he came. He even underestimated --- there were 32 last week! And now he predicts there will be 20 Lotus 7s on the grid by 1963 Memorial Day at SB. Also: between 10 and 15 23s in all classes by the middle of 1963 (there are now four on the Coast).

THE 'LITTLE BOAT' COSTS A MERE \$6,300

It might be interesting to observe that in these days of \$15,000 race cars, such as the Porsche Flat (not Fiat, please) 8s, Birdcage Maseratis and Ferraris, the "Little Boat" (as they call the Lotus 23 in Britain) costs ONLY \$6300. This is a class F or G machine which is racing against the 2-liter-and-up category and still is an overall potential winner.

While many will argue into the night that any and all racing (Formula Jr. is for the poor man --- Ha Ha!) is expensive, Challman keeps emphasizing what he maintains are low cost sales figures and parts costs. "Look," he exclaimed, "recently, Frank Monise broke a crank and two rods on his class F 23. The bill for parts, which he got through me, was \$183."

Item --- BILL LEWIS, who formerly worked on DAN GURNEY'S Lotus 19 and Formula 1 car, is now with JIM NIELAND at Challman's Lotus shop. And also at this Manhattan Beach spot, DAVE THEILKE, of Salt Lake City, has set up a new body shop for Lotus repairs. After Santa Barbara, this phase of the operation should really thrive.

Item --- (says Challman) --- ALL Lotus Elite parts are completely available within 60 days, and more than 80% of parts are now here. Lotus 7 parts in their entirety are available within 30 days.

THERE IS NOTHING AT ALL WRONG WITH PAYOLA

So much for Lotus and B. Challman. Thanks very much for the excellent Giuseppe Damanti meatball sandwich (mit spaghetti sauce top and bottom).

Since I see nothing offensive or wrong with P-A-Y-O-L-A --- a magnificent practice sanctified by antiquity --- I hope there is no uproar when it becomes a matter of public record that Mr. Challman had one of his cronies wheel an Elite up my driveway. I think it would hold the road a shade better than my Honda motorcycle.

Furthermore, this should preclude going on my gourd (as JERRY TITUS honestly wrote in) as often! And also, who the hell needs all that ventilation!

what alterations they would permit. Ideally, the course should make a 45-degree left-hander before the existing Turn 1 then, though a series of open turns, loop back to the present

Turn 3 similar to a segment of the old course. This would require a paving job and the possible relocation of some small buildings, plus the elimination of obvious hazards like poles, ditches, etc.. But, damn it, if the course can't be made acceptable DON'T RUN IT, tradition or no tradition. If the assinine explanation for the conditions at

Turn 2 is true as a quote from the Race Chairman "We tried to duplicate actual road conditions," then we ran that race under the direction of a hopeless

IDIOT, which one would suspect in the first place. Officials responsible for accepting course layout must either be competent or willing to obtain expert advice. This is not a professional European circuit but one operated and participated in by AMATEURS.

They must be protected from themselves to some degree and it should not be required that someone get hurt or killed before mistakes are realized. We sometimes go to ridiculous lengths to increase safety yet ignore blatant conditions like this. Chavez Ravine and other new courses are due soon. A few Santa Barbara - type goofs could really destroy sports car racing in this area.

Santa Barbara

Continued from page 6
pick to remove the hay that shoved tightly into both exhaust pipes. The car hit the hay and culvert at the same time.

In winning the shortened race Krause averaged 87.6 mph, and was followed by Reventlow; Jack Nethercutt, Lotus 19; Jay Hills, Porsche RSK, and Don Wester, Porsche RSK. Class winners; C, Reventlow; D, Krause; E, Wester; F, Hills; G, Dr. Bill Molle, Lola (13th oa).

Krause also won yesterday, followed by Nethercutt and Ken Miles (Porsche RS).

Dave MacDonald stayed out of the ABC Prod. race, going to the hospital with Harris. Red Faris and Paul Reinhart, Corvette A and B respectively, finished 1-2 after a ding-dong battle. Lew Spencer was a smashing third in his Morgan.

In the Jr. race, Nethercutt was followed by Ed Leslie, Gemini, and Harry Martin, Lotus 22. Fans were treated to a thriller in the D Prod. race. Ronnie Bucknum, in the famous Austin-Healey No. 31, and Rick Muther, Porsche S, put on a whale of a race, with Ronnie continuing his overall or class win string. He won by 1s. Bob Kirby, Porsche Carrera, was 3rd.

Other winners today: R. Schoenen, Lotus Fiat; B. Hall, Porsche Carrera; Charlie Gates, Triumph TR4; Dave Jordan, Porsche N; Pete Cordts, Sprite, and Don Vesco and Norris Rancourt were the motorcycle race victors.

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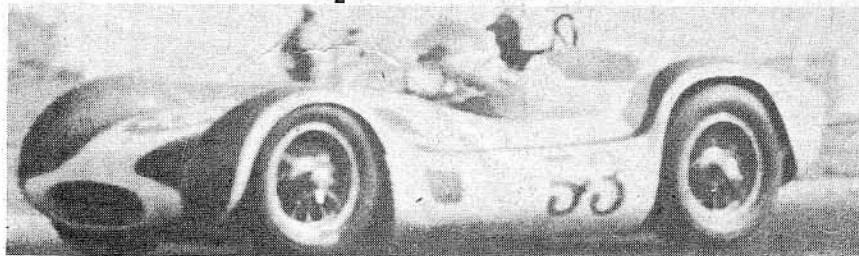
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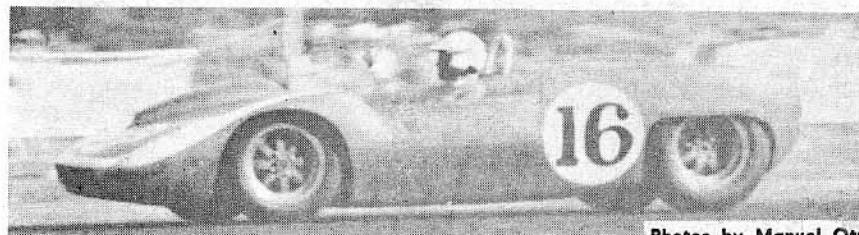
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Krause (winning at Santa Barbara) Races at Reno



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Photos by Manuel Otumba

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